

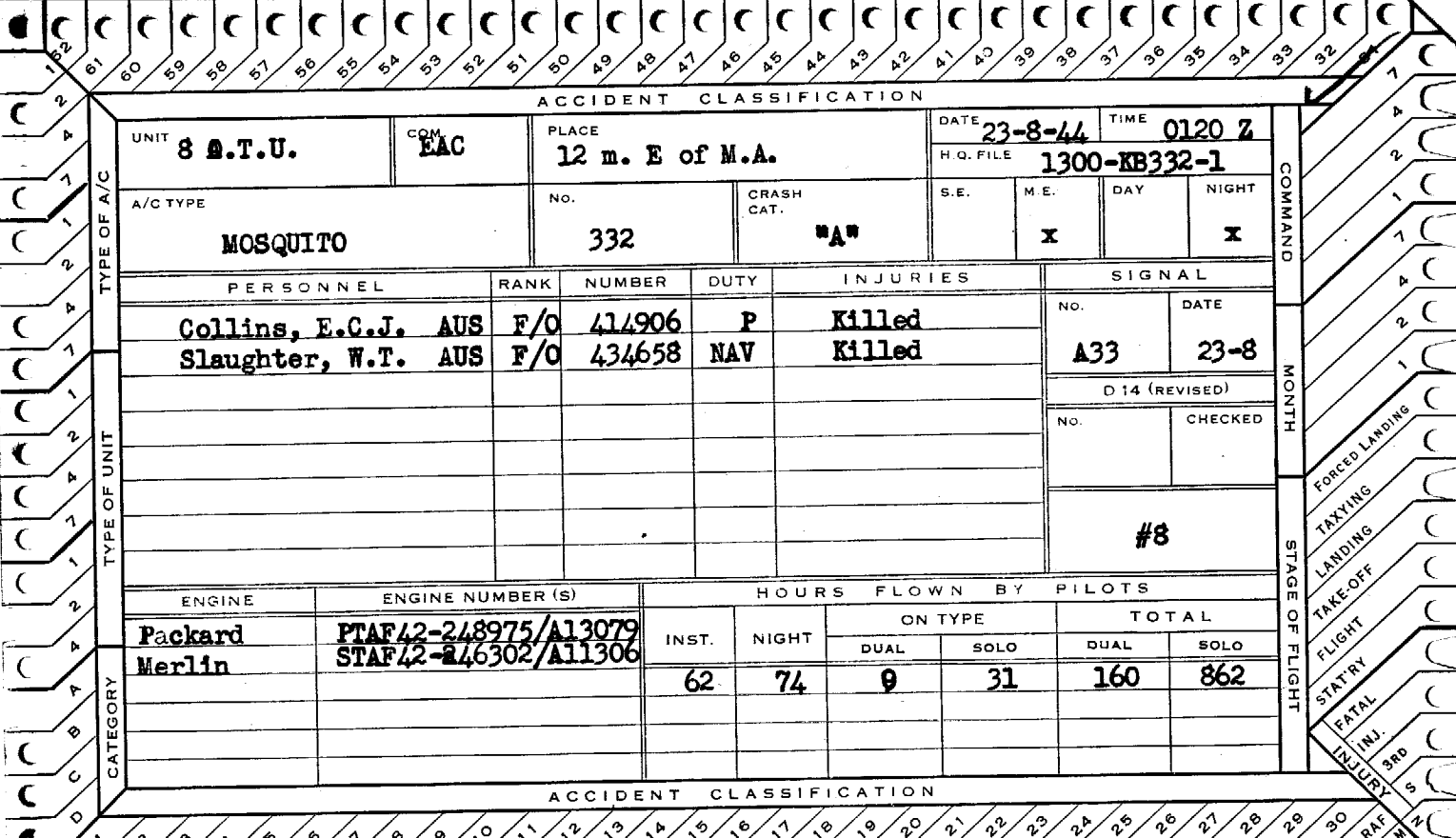
ACCIDENT CLASSIFICATION

UNIT 8 A.T.U.		COM EAC	PLACE 12 m. E of M.A.		DATE 23-8-44	TIME 0120 Z			
A/C TYPE MOSQUITO		No. 332	CRASH CAT. "A"		H.Q. FILE 1300-KB332-1				
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
Collins, E.C.J. AUS		F/O	414906	P	Killed		No. DATE A33 23-8		
Slaughter, W.T. AUS		F/O	434658	NAV	Killed		D 14 (REVISED)		
							No. CHECKED		
							#8		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Packard		PTAF42-248975/A13079		INST.	NIGHT	ON TYPE		TOTAL	
Merlin		STAF42-246302/A11306				DUAL	SOLO	DUAL	SOLO
				62	74	9	31	160	862

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAT'RY
FATAL
INJ.
INJURY



PURPOSE OF FLIGHT:

Nav. Exercise No. 11 and Searchlight Practice.

NATURE OF ACCIDENT:

A/C struck the ground at a high rate of speed. It would appear that the aircraft caught fire or exploded whilst in flight.

CLASSIFICATION:

20. Flew into ground.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

IM/AOP/PSF/NEI/EF/IM/DI/AE/CN ✓

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2448

CAUSE: A/C caught fire while in the air causing the pilot to lose control. Weight of evidence suggests that the origin of the fire was failure of the No.2 connecting rod. A bank, port engine resulting in glycol leakage. However the possibility that the fire originated from a leaking fuel gallery should not be overlooked.

RECOMMENDATIONS: In view of the fact that steps have been taken to stop the leakage of fuel from fuel galleries of Mosquito a/c at #8 O.T.U. the Investigating officer has no recommendation to make.

CONCLUSIONS OF A.I.B. Agree with findings.
For NOTE see Summary No. 2448

ACTION TAKEN: